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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
CHRONOLOGY

1947 - JANUARY - JOINT ARMY-NAVY RECOMMENDS ACTION FOR UNDER-WATER TRANSIT TUBE BENEATH SAN FRANCISCO BAY.

1951 - JULY 25 - CALIFORNIA LEGISLATURE CREATES SPECIAL COMMISSION TO STUDY BAY AREA TRANSPORTATION PROBLEMS.

1957 - JANUARY 17 - NINE-COUNTY COMMISSION RECOMMENDS LEGISLATION TO CREATE BAY AREA RAPID TRANSIT DISTRICT.

JUNE 4 - CALIFORNIA LEGISLATURE APPROVES CREATION OF FIVE-COUNTY BAY AREA RAPID TRANSIT DISTRICT.

NOVEMBER 14 - DISTRICT OFFICIALLY ACTIVATED WITH FIRST DIRECTORS' MEETING.

1958 - JANUARY 1 - FIRST DISTRICT OFFICES ESTABLISHED IN FLOOD BUILDING, SAN FRANCISCO (LATER MOVED TO 814 MISSION STREET).

1959 - MAY 14 - PARSONS, BRINCKERHOFF-TUDOR-BECHTEL RETAINED AS ENGINEERING CONSULTANTS FOR SYSTEM DESIGN AND CONSTRUCTION.

JULY 10 - STATE LEGISLATION AUTHORIZED USE OF BAY BRIDGE TOLLS TO FINANCE CONSTRUCTION OF TRANS-BAY TUBE.

1960 - JANUARY 20 - STATE APPROVES USE OF GROVE-SHAFTER FREEWAY MEDIAN FOR BART TRANSIT ROUTE.

1962 - APRIL 12 - SAN MATEO COUNTY OFFICIALLY WITHDRAWS FROM DISTRICT PROGRAM, CITING HIGH PROPERTY TAX AND THE EXISTING SOUTHERN PACIFIC COMMUTER LINE AS REASONS.

MAY 17 - MARIN COUNTY OFFICIALLY WITHDRAWS FROM DISTRICT, CITING INABILITY OF GOLDEN GATE BRIDGE TO CARRY TRANSIT VEHICLES AND PROHIBITIVE COST OF ANOTHER UNDERWATER TUBE AS REASONS.

MAY 24 - THREE-COUNTY RAPID TRANSIT PLAN ADOPTED BY BOARD OF DIRECTORS; REFERRED TO ALAMEDA, CONTRA COSTA AND SAN FRANCISCO COUNTY BOARDS OF SUPERVISORS FOR APPROVAL.

NOVEMBER 6 - \$792 MILLION GENERAL OBLIGATION BOND ISSUE APPROVED BY DISTRICT VOTERS FOR CONSTRUCTION OF 75-MILE SYSTEM.

1963 - JUNE 10 - CONTRA COSTA COUNTY SUPERIOR COURT RULES IN FAVOR OF DISTRICT IN TAXPAYERS' SUIT CHALLENGING VALIDITY OF BOND ELECTION.

JULY 1 - FULL-SCALE DESIGN ENGINEERING BEGUN BY DISTRICT ENGINEERING CONSULTANTS, P-B-T-B.

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BART CHRONOLOGY (CONTINUED)

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- 1964 - JUNE 19 - U. S. PRESIDENT LYNDON B. JOHNSON PRESIDES AT OFFICIAL START OF CONSTRUCTION IN CONCORD.
- 1965 - APRIL 12 - DIABLO TEST TRACK PLACED IN OPERATION BETWEEN WALNUT CREEK AND CONCORD.
- 1966 - JANUARY 24 - CONSTRUCTION BEGINS ON OAKLAND SUBWAY.
AUGUST 25 - BART RECEIVES FIRST FEDERAL CONSTRUCTION GRANT.
- 1967 - JULY 25 - CONSTRUCTION BEGINS ON MARKET STREET SUBWAY IN SAN FRANCISCO.
- 1968 - NOVEMBER - DOT GRANT FOR \$28 MILLION RECEIVED FOR DEVELOPMENT AND PURCHASE OF ROLLING STOCK.
- 1969 - MARCH 28 - STATE LEGISLATURE APPROVES 1/2-CENT DISTRICT SALES TAX TO PROVIDE \$150 MILLION REQUIRED TO COMPLETE SYSTEM.
APRIL - LAST SECTION OF TRANS-BAY TUBE PLACED; RAIL-LAYING BEGUN.
JULY 3 - BART AWARDS TRANSIT VEHICLE CONTRACT TO ROHR CORPORATION, CHULA VISTA, CALIFORNIA.
AUGUST - TRANS-BAY TUBE STRUCTURE COMPLETE.
- 1970 - FEBRUARY - BART JOINS WITH CITY OF OAKLAND, ALAMEDA COUNTY AND COLISEUM TO STUDY FEASIBILITY OF LINKING COLISEUM STATION TO OAKLAND AIRPORT.
APRIL - BART JOINS WITH SAN FRANCISCO AND SAN MATEO COUNTIES TO DEVELOP PLANS FOR EXTENDING BART FROM DALY CITY TO S. F. AIRPORT.
JUNE - SOUTHERN ALAMEDA COUNTY LINE ENERGIZED AND LAB CAR TESTING BEGUN.
AUGUST - ARRIVAL OF FIRST PROTOTYPE CAR AND TEST OPERATIONS BEGUN ON SOUTHERN ALAMEDA COUNTY LINE.
OCTOBER - PROTOTYPE OF IBM FARE COLLECTION EQUIPMENT DEMONSTRATED.
- 1971 - JANUARY 27 - FINAL "HOLE-THROUGH" INTO MONTGOMERY STREET STATION OPENS LAST SUBWAY TUNNEL ON SYSTEM.
MARCH 25 - ANOTHER \$40 MILLION GRANT RECEIVED FROM DOT FOR ROLLING STOCK.
JULY 23 - LAST RAIL SET INTO PLACE ON CONTRA COSTA LINE TO COMPLETE LINKING OF ALL SYSTEM MAINLINE TRACKAGE.
NOVEMBER 5 - DELIVERY OF FIRST PRODUCTION CAR FOR REVENUE SERVICE

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DECEMBER 16 - DISTRICT HEADQUARTERS ACTIVATED IN OAKLAND.

1972 - FEBRUARY - FIRST REVENUE VEHICLES RECEIVED AFTER ROHR STRIKE ENDED.

APRIL 27 - DIRECTORS VOTED FIRST PRIORITY FOR REVENUES FROM STATE GASOLINE TAXES TO PROVIDE EXPRESS BUS FEEDER SERVICE TO BART STATIONS FROM AREAS IN CONTRA COSTA AND ALAMEDA COUNTIES NOT SERVED BY PUBLIC TRANSIT.

MAY 22 - SAN FRANCISCO MUNI/BART COORDINATION STUDY UNDERWAY.

JUNE 8 - BART PRE-REVENUE TRAIN TESTING BEGAN ON SOUTHERN ALAMEDA LINE.

JUNE - LIVERMORE-PLEASANTON TRANSIT EXTENSION STUDY UNDERWAY.

JULY 10 - BART/AC TRANSIT COORDINATION STUDY UNDERWAY.

AUGUST - PITTSBURG-ANTIOCH EXTENSION STUDY UNDERWAY.

AUGUST - BEGINNING OF SAN MATEO COUNTY TRANSIT DEVELOPMENT PROJECT, A JOINT EFFORT OF SAN MATEO COUNTY AND THE METROPOLITAN TRANSPORTATION COMMISSION, WITH CONSULTATION FROM BART, TO PLAN AN EXTENSION OF RAPID TRANSIT BEYOND SAN FRANCISCO INTERNATIONAL AIRPORT TO MENLO PARK.

SEPTEMBER 11 - BART OPENED FIRST 28 MILES OF SYSTEM BETWEEN FREMONT AND MACARTHUR STATIONS FOR REVENUE SERVICE AT 12 NOON. CEREMONIES WERE HELD AT THE 12 OPENING STATIONS BEFORE REVENUE SERVICE STARTED.

SEPTEMBER 27 - PRESIDENT NIXON VISITED BART AND RODE A TRAIN FROM SAN LEANDRO TO LAKE MERRITT STATION.

OCTOBER 2 - A COMPONENT FAILURE CAUSED A TWO-CAR TRAIN TO RUN OFF TRACKS AT FREMONT STATION. NO INJURIES RESULTED FROM FIRST ACCIDENT SINCE REVENUE SERVICE BEGAN.

OCTOBER 11 - THE SYSTEM WAS OFFICIALLY DEDICATED BY U. S. SECRETARY OF TRANSPORTATION JOHN A. VOLPE, AT LAKE MERRITT STATION.

NOVEMBER 28 - NORTHWEST SAN FRANCISCO BART EXTENSION PROJECT UNDERWAY.

DECEMBER 12 - MILLIONTH RIDER CARRIED UNDER REVENUE SERVICE.

DECEMBER 20 - FINAL SECTION OF RAIL FASTENED DOWN ALONG THE DALY CITY STATION TRAINWAY, COMPLETING THE PRESENT SYSTEM OF 160 MILES OF MAINLINE AND YARD TRACKAGE.

1973 - JANUARY 29 - RICHMOND-BERKELEY LINE OPENED, ADDING 11 MILES TO SYSTEM.

MAY 21 - CONCORD LINE OPENED, ADDING 17 MILES BETWEEN MACARTHUR STATION AND EAST CONTRA COSTA COUNTY.

JULY 2 - EMPLOYEE STRIKE STOPPED SERVICE UNTIL AUGUST 6.

AUGUST 10 - FIRST TRAIN UNDER AUTOMATIC CONTROL TRAVELED THROUGH THE TRANSBAY TUBE TO MONTGOMERY STREET STATION (S.F.), AVERAGING 70 MPH WEST AND 80 MPH EASTWARD.

SEPTEMBER 11 - FIRST ANNIVERSARY OF REVENUE SERVICE, WITH 56 MILES IN OPERATION AND 5 MILLION PASSENGERS CARRIED.

OCTOBER 23 - 100 MILLION PASSENGER MILES TRAVELED BY THE BART SYSTEM SINCE SEPTEMBER 11, 1972.

NOVEMBER 3 - CEREMONIAL OPENING OF BART's 7.5 MILE, 8-STATION SAN FRANCISCO LINE.

NOVEMBER 5 - SERVICE BEGAN BETWEEN MONTGOMERY STREET STATION IN SAN FRANCISCO AND DALY CITY STATION, PLACING IN OPERATION 63.5 MILES OF THE 71-MILE SYSTEM.

1974 - APRIL 23 - HEARINGS ON BART FINANCIAL REQUIREMENTS CONDUCTED BY SENATE COMMITTEE ON PUBLIC UTILITIES & CORPORATIONS.

JULY 1 - GENERAL MANAGER B. R. STOKES RESIGNS AFTER 17 YEARS WITH DISTRICT, 11 AS GENERAL MANAGER. SUCCEDED AS ACTING GENERAL MANAGER BY LAWRENCE D. DAHMS, FORMERLY ASSISTANT GENERAL MANAGER FOR OPERATIONS.

JULY 2 - CPUC APPROVES COMPUTER AUTOMATED BLOCK SYSTEM (CABS I) AS PRELUDE TO TRANSBAY SERVICE.

JULY 15 - CPUC BEGINS HEARINGS ON FORMAL APPLICATION FOR TRANSBAY SERVICE.

SEPTEMBER 16 - TRANSBAY SERVICE BEGINS.

SEPTEMBER 26 - SENATE BILL 1966 SIGNED INTO LAW. BILL EXTENDED 1/2-CENT BART DISTRICT SALES TAX FOR TWO YEARS TO PROVIDE \$82.2 MILLION DOLLARS AS AN INTERIM OPERATING SUBSIDY.

BART CHRONOLOGY (CONTINUED)

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- NOVEMBER 5 - NEW NINE-MEMBER BOARD OF DIRECTORS ELECTED TO REPLACE PREVIOUS 12-MEMBER APPOINTED BOARD.
- DECEMBER 2 - START OF EXPRESS BUS SERVICE ALONG FIVE ROUTES IN OUTLYING AREAS OF ALAMEDA AND CONTRA COSTA COUNTIES NOT YET SERVED BY RAIL.
- 1975 - JANUARY 19 - COLLISION BETWEEN TRAIN AND MAINTENANCE VEHICLE DURING NON-OPERATING HOURS, RESULTING IN ONE FATALITY.
- FEBRUARY 6 - BOARD OF INQUIRY FINDS JANUARY 19 ACCIDENT A RESULT OF HUMAN ERROR.
- FEBRUARY 18 - CPUC HEARINGS BEGIN ON BART OPERATING PROCEDURES AND SYSTEM SAFETY. RECOMMENDED ESTABLISHMENT OF TASK FORCE TO IMPROVE OPERATING PROCEDURES AND EQUIPMENT RELIABILITY. HEARINGS CONTINUED IN MARCH.
- APRIL 1 - TASK FORCES ESTABLISHED TO ADDRESS PROCEDURES AND EQUIPMENT RELIABILITY.
- APRIL 24 - FRANK C. HERRINGER APPOINTED GENERAL MANAGER, EFFECTIVE JULY 1, SUCCEEDING LAWRENCE D. DAHMS.
- AUGUST 14 - BART BOARD ADOPTS PROPOSAL TO INCREASE FARES EFFECTIVE NOVEMBER, 1975, AND IMPLEMENT PARKING CHARGES EFFECTIVE JULY 1976.

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